

CHOICE-  
Amontillado  
Sherry  
\$17.00 per dozen.  
H. PRICE & CO.,  
12, Queen's Road.

# The China Mail.

ESTABLISHED 1845.

Fine Old  
FRUITY-  
PORT  
\$18.00 per dozen.  
H. PRICE & CO.,  
12, Queen's Road.

No. 12,755

第二十四年二月九日

HONGKONG, FRIDAY, FEBRUARY 12, 1904.

日七廿月二十年卯癸

PRICE, \$8.00 Per Month

**MACGOWEN FRICKEL & CO.,**  
SHIPPING AND FORWARDING DEPARTMENT.  
CHINA PARCEL EXPRESS.

**SHIPPING DATES.**  
To England... 14th Feb.  
To France... 20th ..  
To Germany... 14th ..  
To Italy... 20th ..  
To United States via San Francisco... 11th ..  
To United States via Suez Canal... 11th ..  
To India... 11th ..  
To South Africa... 11th ..  
To Australia and New Zealand... 11th ..  
To Canada... 9th ..  
Estimates for Freight and 'free delivery' charges upon receipt of Cubic Contents and Weight.

**DELIVERY ANYWHERE.**  
OFFICE—3, DUNDRELL STREET.  
Hongkong, February 10, 1904. 2547

**Wanted.**

**WANTED.**

**GOOD CLERK** Wanted, European or other.  
Apply to  
**ROBINSON PIANO CO., LD.**  
Hongkong, February 10, 1904. 279

**WANTED.**

**EUROPEAN FOREMAN** for OVER-HEAD LINE WORK on the construction of the New Tramways. Previous experience and knowledge of Chinese preferred.  
Apply by letter to  
**DICK, KERR & CO., LD.,**  
Tramways Office, Bowrington Canal.  
Hongkong, February 10, 1904. 283

**WANTED.**

**TWO FURNISHED ROOMS.** Wanted by a Young Man.  
Apply  
Care of 'CHINA MAIL' Office.  
Hongkong, February 4, 1904. 235

**Intimations.**

**CHINESE NEW YEAR HOLIDAYS.**

IN accordance with Government Notification No. 74 of 5th February, 1904, the EXCHANGE BANKS will be CLOSED for the transaction of Public Business on **TUESDAY and WEDNESDAY, the 16th and 17th instant, respectively.**  
Hongkong, February 11, 1904. 289

**LOST.**

A FOX TERRIER, White and Yellow, wearing Collar with License Tag, No. 230 attached.  
Finder will be rewarded if necessary.  
2, CONNAUGHT ROAD, 4th Floor.  
Hongkong, February 10, 1904. 281

**NOTICE.**

**NOTICE IS HEREBY GIVEN** that the INTERNATIONAL BANKING CORPORATION have, as from the Ninth Day of FEBRUARY, 1904, taken over the business of the EASTERN BRANCHES of the GUARANTY TRUST COMPANY of NEW YORK, being the business CARRIED ON by the latter Company in Hongkong, Shanghai and Manila, and that, as from the said Ninth Day of FEBRUARY, 1904, the International Banking Corporation will be responsible for and will duly meet and liquidate all the outstanding obligations of the Eastern Branches of the Guaranty Trust Company of New York, including the branch business heretofore carried on in Hongkong.  
For The International Banking Corporation,  
CHAS. R. SCOTT,  
Manager.  
For The Guaranty Trust Company of New York,  
E. F. GROS,  
Manager.  
Hongkong, February 8, 1904. 270

**CHINESE SCHOOL BOOKS**

**II.—Te'in Tsz Man.**  
Translated into English  
by Dr. E. J. EITEL.  
Price: 40 Cents.  
CHINA MAIL Office 6, Wyndham Street.

**THE POPULAR  
SCOTCH  
IS  
BLACK & WHITE**



**JAMES BUCHANAN & CO.**  
SCOTCH WHISKY DISTILLERS.  
By Appointment to  
**H.M. THE KING**  
and  
**HER MAJESTY THE PRINCE OF WALES**

Supplied at all the leading Clubs and Hotels, and to be obtained from **LANE, CRAWFORD & Co.,** Queen's Road Central.

**Business Notices.**

**INNES' PATENT  
METALLIC ZINC POWDER**

**SUPERIOR TO ZINC PLATES OR BALLS; EASILY APPLIED.**

**EFFECTUALLY STOPS CORROSION IN LAND OR MARINE BOILERS.**

Recommended by the Leading Superintending Engineers of the World.

**W. S. BAILEY & CO.,**  
SOLE AGENTS.

**HONGKONG, CANTON, MACAO  
AND WEST RIVER STEAMERS.**

**JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.**

**Hongkong-Canton Line.**

s.s. HONAM, 2,383 tons, Captain H. D. Jones.  
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.  
s.s. FATSHAN, 2,380 tons, Captain A. W. Dixon.  
s.s. HANKOW, 3,073 tons, Captain C. J. Lloyd.  
s.s. KINSHAN, 2,860 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m. and 9 p.m. (Saturday Excepted).  
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

**SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.**

**Hongkong-Macao Line.**

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 p.m. and on Sundays at 12.30 p.m.  
Departures from Macao to Hongkong daily at 8 a.m.

**Canton-Macao Line.**

s.s. LUNGSHAN, 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

**JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.**

**Canton-Wuchow Line.**

s.s. SAINAM, 588 tons, Captain B. Branch.

s.s. NANNING, 569 tons, Captain C. B. chart.

s.s. TAK HING, 618 tons, Captain R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

**HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.,**

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD AND SWIRE,

Agents, **CHINA NAVIGATION CO., LTD.**

**LEE CHEE WING & CO.,**  
28 & 29, LEE YUEN STREET, (WEST)  
HONGKONG.

**DEALERS IN  
All Sorts of COPPER, BRASS, STEEL  
IRON WARE, &c.  
STEEL GIRDERS and TEES,  
CORRUGATED IRON, PIG IRON, &c.,**

Suitable for  
SHIP, ENGINEERS and HOUSE BUILDERS.  
Hongkong, May 22, 1900. 1227

**THE KOWLOON HOTEL,  
KOWLOON.**

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.  
MODERATE CHARGES.  
J. W. OSBORN,  
Proprietor and Manager.  
Hongkong, January 20, 1904. 135

**MEH CHEUNG,  
HIGH-CLASS PHOTOGRAPHER.**  
Developing and Printing for Amateurs.  
ENLARGEMENTS A SPECIAL FEATURE.  
BRANCH HONGKONG HOTEL CORRIDOR.  
1587

**The Bovril Bottle**

is familiar in the homes of Britishers the world over—in Great Britain itself Bovril is looked upon as the great national "stand-by" in case of failing strength. Bovril is the very embodiment of nourishment. It imparts strength in a most effective manner, and is, at the same time, extremely palatable.



To be obtained at all STORES, CHEMISTS, HOTELS, &c., throughout Hongkong, China and Japan.

**MADAME FLINT & CO.**

LA MODE DE PARIS.

**MILLINERY and DRESSMAKING.**

CONNAUGHT HOTEL, Rooms 4 and 5.

Hongkong, September 16, 1903. 1904

**NOTICE  
TO THE WEARIED.**

THERE is no nicer place to spend a few days in quiet rest than

**MACAO,**

And there is no more comfortable Hotel in the Far East, than the

**MACAO HOTEL.**

WM. FARMER,  
Proprietor.

Hongkong, December 23, 1903. 2687

**PURE LINSEED OIL**

Awarded Bronze Medal at the Paris Exhibition, 1900.

Gold Medal at the Indian Industrial Exhibition 1898, 1900 & 1901.

MANUFACTURED BY

**THE GOUVERNEUR CO., LD.,**

CALCUTTA.

Contractors to the Military and Public Works Departments, State Railways, and all large Consumers throughout India, the East, and the Colonies.

**W. R. LUXLEY & CO.,**  
Sole Agents,  
Hongkong.

Cable Address 'Luxley,' Hongkong.  
Hongkong, July 23, 1903. 1519

**DR. WILSON,  
DENTIST.**

LATEST AMERICAN METHODS.

REASONABLE PRICES.

NO CHARGE FOR EXAMINATIONS.

**DR. NEWELL WILSON,**  
31, QUEEN'S ROAD CENTRAL.

First Floor, WATKINS BUILDING.

Hongkong, October 29, 1903. 2206

**Business Notices.**

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED,**  
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos 'Daggers,' 'Dancers,' and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. 'Gauge Glasses,' Packing rings of Asbestos, Rubber and Woodite.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality kept). Boilers covered with Bell's Composition repay expense of covering in a few months by saving of fuel. Estimates given for covering Boilers, etc.

Bell's Asbestos Expansion Tape, Millboard, Insulations, and Rope.

Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large Stock of Engine and Cylinder Oils always in hand.

Bell's Asbestoline—A Solid Lubricant, clear and efficient—1 lb. is equal to from 2 to 4 gallons of oil.

Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—does not injure the plates.

Asbestos Packed Cocks, Stop Valves, and Gauge Columns. 'Steam' Gauges and other engineers' requisites always in stock. Lists and Prices on application.

**BRADLEY & CO., Managers,**  
Hongkong.

Office, 6 Des Vaux Road, opposite King Edward Hotel entrance.

**LANE CRAWFORD & CO.**

**NEW STOCK OF**

**SADDLERY**

RACE SADDLES, POLO SADDLES,  
HACKNEY SADDLES.

**NUMNAHS AND WEIGHT CLOTHS.**

**BITS, SPURS, STIRRUPS.**

**EVERY REQUISITE FOR STABLE USE.**

**LANE, CRAWFORD & Co.**

Hongkong, December 31, 1903.

**Cutler, Palmer & Co.,**  
LONDON

(Wine Shippers to China since 1815).

Have always Stocks of their well-known Brands with

Hongkong, 15th July, 1901. **SIEMSEN & CO.** 148

**CHAMPAGNES**

**CHARLES HEIDSIECK**

**PURVEYOR TO HIS MAJESTY KING EDWARD**

**SIEMSEN & CO.,**

SOLE AGENTS FOR CHINA AND JAPAN.

**YOU MUST HAVE FAITH**

IN the druggist who fills your prescription. You must have confidence not only in his honesty but in his ability, to skillfully compound physician's prescriptions. We insist on quality. It is never sacrificed. We are skilful prescriptionists. We surround every prescription with many safeguards against error. Mistakes are impossible. Are not these good reasons why you should bring your prescriptions here? Prices as low as anywhere.

**Watkins Limited,**  
Chemists and Druggists.

**THE APOTHECARIES HALL,**  
Watkins Building.

TELEPHONE 341.

**MAC LAREN'S**

**CANADIAN CHEESE**

In Jars (Medium and Small) Wholesale and Retail from  
**LANE, CRAWFORD & CO.,**  
SOLE AGENTS. 983

Hongkong, May 6, 1903.

**WILLIAM MACLEOD, D.D.S.,  
DENTIST.**

11 & 12, BEACONFIELD AVENUE.

Hongkong, September 25, 1903. 1758

**HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD.**

**NOTICE TO SHAREHOLDERS.**

THE DIVIDEND at the Rate of 10% or \$1.50 per Share, declared at the ORDINARY HALF-YEARLY MEETING of Shareholders, held this day, will be payable at the Hongkong and Shanghai Banking Corporation, on and after MONDAY, the 8th February, 1904.

Shareholders are requested to apply to the Office of the Company for Warrants.

**T. ARNOLD, Secretary.**

Hongkong, February 6, 1904. 258

**YING KEE,**

REFRESHMENT CONTRACTOR and CATERER.

Ball Suppers, Dance Suppers, Picnics, Luncheons, and At Homes Catered for. Cutlery, Crockery, and Table Linen on hire.

For Terms, apply to **YING KEE,**

(First Floor) 50, Des Vaux Road Central.

Hongkong, December 14, 1903. 2513

**NOTICE TO SHAREHOLDERS.**

THE DIVIDEND at the Rate of 10% or \$1.50 per Share, declared at the ORDINARY HALF-YEARLY MEETING of Shareholders, held this day, will be payable at the Hongkong and Shanghai Banking Corporation, on and after MONDAY, the 8th February, 1904.

Shareholders are requested to apply to the Office of the Company for Warrants.

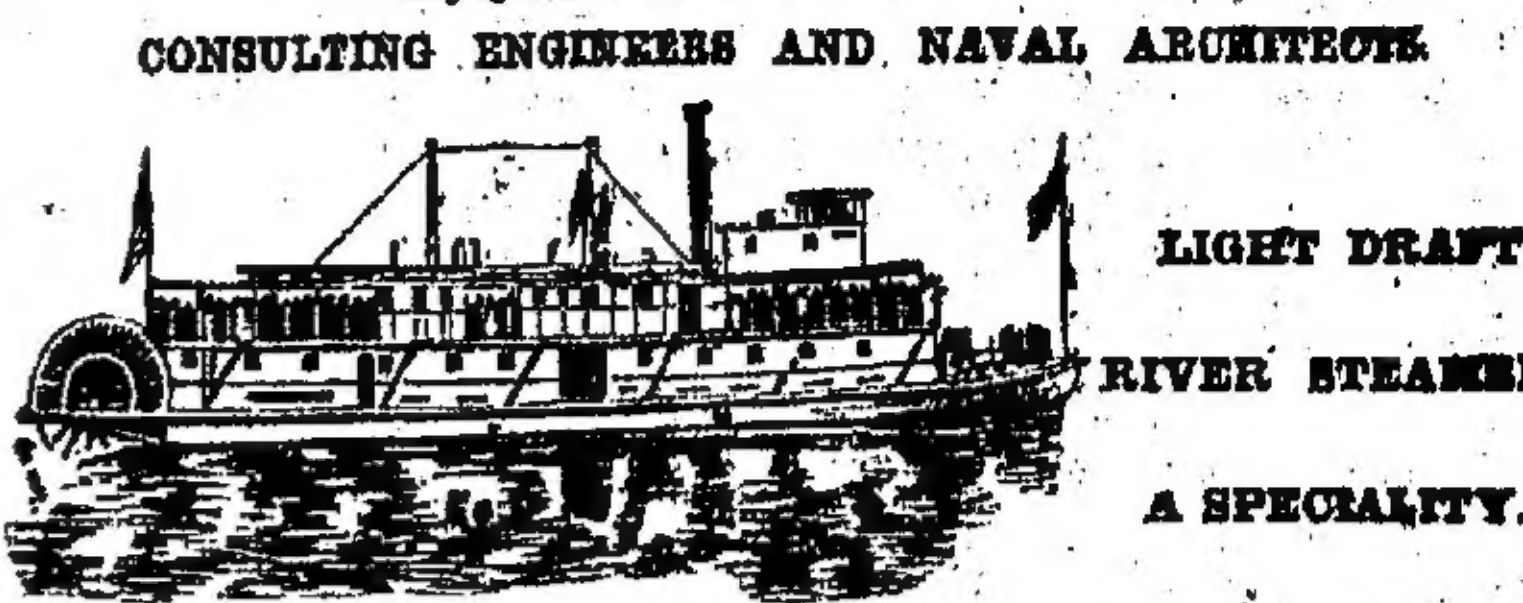
**T. ARNOLD, Secretary.**

Hongkong, February 6, 1904. 258

**Business Notices.**

**HONGKONG MARINE ENGINEERING BUREAU.**

**E. C. WILKS & CO.**  
MARINE SURVEYORS,  
CONSULTING ENGINEERS AND NAVAL ARCHITECTS.



**STERNWHEELERS.**

Mr W. C. JACK, of the above firm, having already coasted a number of successful boats of this type, is prepared to supply plans and specifications suitable for any service. These boats built of either wood or steel can be dismantled after building in Hongkong and shipped for re-erection at destination.

Address:—12, BEACONFIELD AVENUE, HONGKONG.

AGENCIES:—J. & A. NICOLAUSSE, Water Tube Boilers.

W. H. ALLEN & SON, Electrical Plant and Centrifugal Pumps.

McDARMON AND CO., Canadian Asbestos Goods.

Hongkong, January 1, 1904. 1

**GREEN ISLAND CEMENT CO., LD.**  
**Portland Cement**

In casks of 375 lbs net, \$4.75 per cask, ex Factory.

In bags of 250 lbs net, \$2.85 per bag, ex Factory.

**FACTORIES—HONGKONG AND MACAO.**

Classed Stoneware, Drain Pipes and Fittings, Glass Paving Bricks and Tiles, Fire Bricks and Fire Clay.

**FIRE CLAY WORKS—DEEP WATER BAY HONGKONG.**

For further particulars, apply to

**Shewan, Tomes & Co.,**

GENERAL MANAGERS. 109

**TONIC SPICE**

**CONDITION POWDER FOR HORSES.**

A course of the Tonic Spice strengthens and gives tone to the digestive organs, fortifies the constitution, and invariably restores the healthy functions of the organs.

**FOR HORSES IN TRAINING FOR RACING.**

The Tonic Spice is of essential value, for by its use a great saving of time is effected in producing that firmness of muscles necessary for the great exertions required of the racecourse.

NO HORSE OWNER SHOULD BE WITHOUT IT.

SOLD IN TINS AT \$1.

**THE VICTORIA DISPENSARY.**

QUEEN'S ROAD CENTRAL.

**HONGKONG HOTEL.**

A FIRST-CLASS HOTEL IN EVERY RESPECT.

WELL FURNISHED THROUGHOUT.

BEST QUALITY PROVISIONS AND LIQUORS.

EUROPEAN CHEF.

EVERY COMFORT FOR VISITORS. PRICES MODERATE. 2104

**W. BREWER & CO.,**  
23 and 25, QUEEN'S ROAD.

Association Football, by Jackson ... .. \$ 3.50

Lawn Tennis at Home and Abroad ... .. 3.00

Cricket, by Hutchinson ... .. 2.00

Shooting, by Hutchinson, 2 Vols., each ... .. 3.50

The World of Golf, by G. G. Smith ... .. 3.00

Handbook of Athletic Sports ... .. 2.50

The House on Sport, 2 Vols. ... .. 13.00

Li Hung Chang, his Life and Times, by Mrs Little ... .. 3.50

Indian Burial, by Hofflich ... .. 3.00

Sixteen Years in Siberia, by Deutch ... .. 3.00

Through Unknown Tibet, by Wellyby ... .. 3.00

The Story of a Soldier's Life, by Field Marshal Wolseley, 2 Vols. ... .. 14.00

Chamberlain, his Life and Public Career ... .. 6.00

NEW STOCK OF FRENCH NOVELS.

**FAIRALL & CO.**

ARE NOW SHOWING SMART FRENCH

**MILINERY WOOLEN DRESS GOODS.**

In Light Weight, Suitable for the Race Season.

EVERY DESCRIPTION OF DRESS ORNAMENTS AND TRIMMINGS.

LARGE VARIETY OF LACES.

**SPECIAL REDUCTION**

IN THIS SEASON'S DAY AND EVENING GLOVES.

AMERICAN SHOES ALWAYS STOCKED.

ORDERS NOW BEING PUT IN HAND FOR THE RACING SEASON.

Hongkong, January 13, 1904. 1699

**CALDBECK, MACGREGOR & Co.,**  
Wine and Spirit Merchants,  
15, QUEEN'S ROAD,  
HONGKONG.

LONDON—RANGOON STREET, CRUTCHED FRAMES.

GLASGOW—ST. ENOCH'S SQUARE.

SHANGHAI—FOOCHOW ROAD.

SINGAPORE—RAFFLES QUAY.

Hongkong, February 3, 190







There is also a Philippine U.S. Squadron, ~~located~~ located at ~~the~~ the ~~same~~ same ~~place~~ place.



CABLE ADDRESS: "ACHEE," HONGKONG.  
A. M. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**ACHEE & CO**

詳利廣  
No. 17,  
QUEEN'S ROAD,  
HONGKONG.

**Furniture  
Dealers.**

DRAWING-ROOM,  
DINING-ROOM,  
and BEDROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS and  
CHINA WARES.

PASTEUR'S MICROBE-  
PROOF FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH  
TOWELS and  
COUNTERPANES.

COOKING RANGES,  
KITCHEN UTENSILS,  
and HOUSEHOLD  
REQUISITES.

**WM. POWELL,**  
LIMITED.

**GLACE.****SILK.**

Special Offer

**\$2.00** Per Yard.

IN ALL COLOURS

(except Black and White).

**GLACE.****SILK.****\$2.00** Per Yard.

Fine Value.

**WM. POWELL, Ltd.,**  
84, Queen's Road.

**AYALA & CO'S**

Extra Quality,  
Extra Dry,  
**CHAMPAGNE**

\$54.00 per Case Bottles.  
\$57.00 per Case Bottles.

SOLE AGENTS

Hongkong and the Philippines.  
**H. PRICE & CO.,**  
WINE MERCHANTS,  
12, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Auction.

2.30 p.m.—Auction of Gentlemen's Suits  
Lengths and Coatings, etc., at Mr V. I.  
Remond's Sales Rooms.

Amusements.

9 p.m.—A. D. C. Performance at the  
City Hall.

Miscellaneous.

9.30 a.m.—Military Gun Practice.

General Memoranda.

MONDAY, February 15:—  
Goods per *Andalusia* undelivered after  
this date subject to rent.

TUESDAY, February 16:—

Exchange Banks Close.  
Insurance Office Close.  
Goods per *Bambury* undelivered after  
this date subject to rent.

THURSDAY, February 18:—

Goods per *Isabella Maria* not cleared on  
this date subject to rent.

FRIDAY, February 19:—

9 a.m.—Military Gun Practice.  
5.30 p.m.—Meeting of the Hongkong  
Rifle Association at the Hongkong  
City Hall.

SATURDAY, February 20:—

Noon.—Meeting of Shareholders of The  
Hongkong and Shanghai Banking Cor-  
poration, at the City Hall.  
Transfer Books of The Hongkong Fire  
Insurance Co., Ltd., closed from this  
date to the 5th March inclusive.

**A. S. WATSON & CO.,**

LIMITED.

WINE &amp; SPIRIT MERCHANTS.

SCOTCH

WHISKY.

**WATSON'S**

Celebrated

**E BLEND**

VERY OLD LIQUEUR

Scotch Whisky.

A Blend of the Finest WHISKIES  
distilled in SCOTLAND, of great age, very  
fine and mellow.

Pronounced by connoisseurs and general-  
ly recognised to be the BEST BLEND in the  
FAR EAST.

Per Dozen ..... \$16.50.

The following are also recommended and  
are of very Fine QUALITY:—

A.—THORNE'S BLEND ..... Per Doz. \$12.00

B.—GLENORCHY, MELLOW

BLEND, a fine 'SODA'

WHISKY of great age ... 12.00

C.—ABERLOVE-GLENLIVET ... 13.50

D.—E.K.D. BLEND of the Finest

Old Malt SCOTCH WHISKIES 16.00

**A. S. WATSON & Co., Limited,**

Established A.D. 1841.

February 6, 1904.

## BIRTH.

On 3rd February, at Gilsted Cottage,  
Singapore, the wife of G. SHALICRAN, of a  
daughter.

The publication of this issue commenced  
at 5.45 p.m.

**The China Mail.**

HONGKONG, FRIDAY, FEBRUARY 12, 1904.  
LOCAL AND GENERAL.

Notes by the Way.

Willie Freear will appear at the  
Victoria Recreation Club this evening for  
the last time.

It is reported that Mr Goodnow, U. S.  
Consul-General at Shanghai, and Mr Pow-  
ler, U. S. Consul at Chefoo, are returning  
to their respective posts.

Markets Open for Chinese New Year.

At the Sanitary Board meeting yester-  
day the President moved that the  
Markets be kept open all night on Monday,  
Tuesday, and Wednesday next, as was  
customary at Chinese New Year. This  
was agreed to.

Plague Bats Increasing.

At the Sanitary Board meeting yester-  
day the Bat return was laid on the  
table. During 1903 there were 38,362 rats  
killed in the Colony; of these 3476 were  
infected with plague. For the fortnight  
ended on 8th inst., 662 were destroyed;  
of which 21 were infected. The President  
said the percentage of infected rats had  
gone up nearly double within the last two  
weeks.

To Philatelists.

Philatelists will be interested to know  
(says the *N.-C. Daily News*) that a new  
issue of Russian stamps with the China  
transcription is now in circulation. The  
denominations are 20 and 50 kopecks and  
one rouble. Besides these there is a new  
design of three and four kopeck postcards,  
and letter cards of seven and a half and  
ten and a half kopecks. The dollar is  
accepted at the Russian P. O. as the equi-  
valent of a rouble.

Sanitary Board Prosecutions.

The Sanitary Surveyor's report for  
1903 showed that the following prosecu-  
tions were instituted during the year:  
Drainage nuisances on private premises,  
summonses 154, Fines \$1,062; Failure to  
comply with order of magistrates, sum-  
monses 27, Fines \$658; Contravention of  
Sec. 84 of Ord. 13 of 1901, summonses 5,  
Fines \$140; Contravention of Sec. 191 of  
Ord. 1 of 1903, summonses 4, Fines \$100;  
Contravention of the Drainage Bye Laws,  
summonses 5, Fines \$45.

Band at the Hongkong Hotel.

The Band of the 23rd Burma Infantry  
will play at the Hongkong Hotel, to-  
morrow (Saturday) evening, from 8 to  
9.30 p.m.:—  
March ..... 'Who's that Calling' .....  
Overture ..... 'La Reine d'un Jour' ..... Adam  
Selection ..... 'The Shop Girl' ..... Ivan Caryll  
Mazurka ..... 'Slavonic Dance' ..... Karoly Klay  
Selection ..... 'Lottie Stuart's Song' ..... Allan  
Vale ..... 'Venezian Song' ..... Bucalossi  
Cake Walk 'Jolly Negroes' ..... Berger  
GOD SAVE THE KING.

Wesleyan Garrison and Naval Church

Bazaar.

A very successful Bazaar in aid of  
funds for the enlargement of this Garrison  
Church was held in the Soldiers' and Sailors'  
Home, Arsenal Street, yesterday afternoon  
at 2.30 p.m. Much regret was felt that Mrs  
May was unable to be present, not being  
well enough. The acting Governor (Mr  
May) kindly took her place. There was a  
large attendance and by the evening almost  
everything was sold. The proceeds of the  
sale amount to over a thousand dollars.  
In the afternoon by the band of  
H.M.S. Ocean, and again in the evening  
by the band of the Sherwood Foresters, add-  
ed not a little to the pleasure of all.

British Sailors on Japanese Cruisers.

In a recent issue, the *Law Journal*  
says:—A large party of British seamen  
have left this country for the purpose of  
navigating the cruisers just purchased by  
the Japanese Government from Genoa to  
Japan. There is, of course, nothing illegal  
in their engagement. As we write, Japan  
is at peace with other States. The posi-  
tion, however, would have been differ-  
ent if war had broken out between Japan  
and Russia. Under the Foreign Enlist-  
ment Act, 1870, any British subject who,  
without the King's licence, agrees to accept  
a commission or engagement in the Military  
or Naval service of a foreign State at war  
with any foreign State which is at peace  
with this country is guilty of an offence  
punishable by fine and imprisonment. As  
a matter of fact, however, this provision  
and similar ones in the codes of other coun-  
tries are somewhat of a dead letter. There  
is never a war in which a belligerent will-  
ing to enlist the subjects of other States  
does not obtain the aid of many foreigners  
whose love of adventure or sympathies lead  
them to offer their services; and punish-  
ment rarely follows upon their violation of  
the laws of their own country. We need  
only go back to the Boer War to illus-  
trate this statement.

## LOCAL AND GENERAL.

Chess.

The Universities of Columbia, Harvard,  
Yale, and Princeton have forwarded a chal-  
lenge to the Universities of Oxford and  
Cambridge to a cable chess match of six  
boards in March or April, the match to be  
for the possession of the Rice Trophy.

A Substantial Dividend.

At a meeting of the Directors of The  
Shanghai-Sumatra Tobacco Co., Ltd., held  
on the 6th instant, it was decided to re-  
commend that at the approaching annual  
meeting, a final dividend of 15 per cent,  
making 30 per cent for the year, should be  
declared.

Bowls.

A six-a-side bowls match will take  
place to-night and to-morrow night between  
teams belonging to the Hongkong Club and  
the Club Germania. The following will  
represent the Hongkong Club: Messrs  
Woodcock (capt.), Sims, Holyoke and  
Ellis, and Lieuts. Gibson and Ford.

Government House Ball.

We are asked to notify that the follow-  
ing articles found after the Ball at Govern-  
ment House on the 3rd inst., have not yet  
been claimed:—  
1 Pair Lady's White Kid Gloves.  
1 Feather Fan.  
1 Small Brooch.  
1 Pocket Handkerchief.

A Solicitor Admitted.

Mr T. A. Hamner, who has been acting  
as Assistant-Secretary to the Sanitary  
Board for some time past, was admitted to  
the bar as a solicitor on Wednesday last.  
Mr H. E. Pollock, K.C., made the applica-  
tion, and the Chief Justice, Sir Wm. Good-  
man, in granting the application, welcomed  
Mr Hamner to the Bar of Hongkong.

New Buildings.

The report of the Sanitary Surveyor  
for 1904, laid on the table at the Board  
meeting yesterday, showed that certificates  
had been granted during the year under  
section 84 of Ordinance 13 of 1901, for 407  
houses, certifying that they were built in  
accordance with the entire provision of that  
Ordinance. This is 421 less than were  
certified to in 1902.

Chinese New Year Holidays.

The Post Office will be entirely closed  
on Tuesday, the 16th inst. (Chinese New  
Year's Day). On Wednesday, the 17th  
inst., the Office will be open from 7 to  
11.30 a.m. to dispatch the outgoing  
German Mail only. Correspondence  
posted up to 9 a.m. only will be sent out  
for delivery on that day. The Money  
Order Office will be closed on both days.

Plague Graveyard.

At the meeting of the Sanitary Board  
yesterday the Report of the Sanitary  
Surveyor, Mr J. J. Bryan, was laid on the  
table. In connection with the plague Mr  
Bryan said that the whole of the plague  
patients who had died during the year  
were buried in Chung Sha Wai Cemetery.  
There was room for about 40 bodies in the  
Kennedy Town Cemetery, but it was  
advisable to reserve that space for any  
emergency that might arise. Twenty-five  
new coffins were ordered in Mount Davis  
Cemetery: viz. 12 in Section A, 6 in B,  
and 7 in C.

House Drainage.

In his report, laid on the table of the  
Sanitary Board meeting yesterday after-  
noon, the Sanitary Surveyor said that plans  
had been deposited and passed during the  
year for the drainage of 283 houses. The  
plans of 713 houses were carried forward  
from 1902, making a total of 976 in hand  
during the year. The drainage of 415  
houses has been completed and the plans  
for 350 have been cancelled, leaving 211 to  
carry forward to 1904. Plans for re-drain-  
age of, or additions to, the drainage of 94  
houses were carried forward from 1902, and  
new plans have been received for 260 houses,  
making a total of 354 for the year. Of  
these, 245 houses had been completed and  
51 cancelled, leaving 58 to be carried for-  
ward to 1904. The drains of 106 houses had  
been tested and reported on, in consequence  
of complaints having been received regarding  
them. Of this number, 56 required recon-  
structing, 28 amending and the remainder  
were found to be in order. Notices were  
served on the owners of the above 84  
houses calling upon them to execute the nec-  
essary work. Of these 80 had been com-  
plied with and the remaining 4 were in  
hand. 31,790 houses had been visited  
by the Drainage Inspector, with the re-  
sult that 1,878 drainage nuisances were dis-  
covered. 263 nuisances were referred to  
the Medical Officer of Health and 343 to  
the Hon. Director of Public Works to be  
dealt with by them. 1708 choked drain  
traps on private property had been cleaned  
by the drainage foremen.

Dangerous.

THE greatest danger from colds and  
influenza is their tendency to result in  
pneumonia. If reasonable care is used,  
and Chamberlain's Cough Remedy taken,  
all danger will be avoided. It will cure a  
cold or an attack of influenza in less time  
than other treatment. Hoarseness in a  
child that is subject to croup is a sure  
indication of the approach of the disease.  
If Chamberlain's Cough Remedy is given  
as soon as the child becomes hoarse, or  
even after the croupy cough has appeared,  
it will prevent the attack. It always cures,  
and cures quickly. For sale by all chemists  
and medicine vendors: WATKINS, Ltd.,  
General Agents.

## TELEGRAMS.

[CHINA MAIL SPECIAL SERVICE.]

## THE RUSSO-JAPANESE WAR.

## THE FIGHT AT PORT ARTHUR.

Japanese Lose Three Torpedo-  
Boats.

(From Our Own Correspondent.)

SHANGHAI, Feb. 11, 10.44 a.m.

The Japanese fleet, consisting of  
twelve vessels, attacked the Russian  
fleet off Port Arthur on Tuesday, the  
9th inst., having previously made a  
vigorous attack by torpedo boats.

The Russians have lost three ships,  
of which two are battleships, and the  
Japanese three torpedo boats.

After two days' bombardment of

Port Arthur, the Japanese attempted

to force an entrance into the harbour

but were repulsed with heavy losses.

The bombardment thereupon ceased.

## THE CHEMULPO FIGHT.

Japanese Troops Landed.

On the 9th instant, Japanese trans-  
ports were engaged by Russian cruisers  
off Chemulpo. Two small Russian  
cruisers were badly damaged off that  
port, and were sunk by their crews to  
prevent their falling into the hands of  
the Japanese.

Thereafter the Japanese landed four  
thousand troops at Chemulpo.

There are many 'bunders' in circula-  
tion here, but the above seems to be the  
only reliable intelligence to hand.

(The above message was handed in at  
Shanghai at 10.44 a.m. on the 11th inst.,  
and reached Hongkong at 3.30 p.m. to-day  
(12th inst.). The delay is, of course,  
accounted for by the severe strain put  
upon the cable service by events in the  
north and the breakdown of the  
Eastern Extension cable between Hongkong  
and Pootung. This is the first information  
to hand regarding losses on the Japanese  
side. There was a rumour in the city  
yesterday to the effect that several Japa-  
nese torpedo-boats were lost in the attack on  
the Port Arthur squadron, but nothing au-  
thentic could be obtained bearing out this  
rumour. It is difficult to believe that a  
concerted attempt was made by the Japa-  
nese to force an entrance into Port Arthur  
harbour, without a simultaneous attack on  
land.—Ed., C.M.]

## Further Details.

The following message was signalled to  
the Fleet by the Admiral, Sir Cyprian  
Bridge, yesterday afternoon:—H.M.S.  
Talbot, Italian Cruiser Elba, and the French  
second-class cruiser *Paquet* have on board  
the crews of the *Varyag* and the *Korietz*.  
One hundred and fifty of them, many  
wounded, are on board H.M.S. Talbot. I  
have ordered that the wounded Russians  
on the Talbot are not to be handed over to  
anyone except at their own request or by  
my orders.

PROCLAMATION BY H. E.  
MR F. H. MAY.

The Status of Belligerents.

HONGKONG, February 12.

With the exception of a persistent rum-  
our that the Japanese had captured the  
Russian first-class cruiser *Rositz* and dis-  
abled or destroyed another cruiser in the  
neighbourhood of Vladivostok, there is  
no fresh news of the war to hand to-  
day. From the information that reached  
the naval authorities last night, it trans-  
pires that the fight off Chemulpo  
was witnessed by the warships of various  
nationalities, and that when the *Varyag*  
and *Korietz* were sunk (as blown up, as  
the later information states, by their own  
crews, to prevent capture) the crews were  
rescued by the British, French and  
Italian cruisers standing by; and there  
can be no doubt in the minds of those  
who know the kindly feeling which all  
sailors bear towards one another—irrespec-  
tive of nationality—that the rescued  
Russians received the best attention at the  
hands of their rescuers. There is as yet  
no definite statement regarding the number  
of lives lost, but the loss, both at Port  
Arthur and at Chemulpo, must have  
been heavy. The telegram to the naval  
authorities states that many of the rescued  
seamen were wounded; and that orders  
have been issued by the British Admiral  
that on no account are the wounded to be  
handed over to anyone except at their own  
request.

To-day, His Excellency Mr F. H. May,  
the Officer Administering the Government,  
issued a proclamation dealing with the sub-  
ject of 'Illegal Enlistment' and 'Illegal  
Shipbuilding and Illegal Expeditions'. It  
is the usual Proclamation of Neutrality, and  
it is likely to be more rigidly enforced  
than was the case during the war  
between the United States of North  
America and Spain, for, as is well known,  
Hongkong was found a very useful base of  
supply for the U.S. fleet after the  
destruction of the Spanish fleet in Manila  
Bay in 1897. It is stated in the preamble

of the Proclamation that the Secretary of  
State for the Colonies has informed the  
Government of this Colony that War has  
unhappily broken out and is existing between  
the Empire of Japan and the Empire of  
Russia, and has communicated His Majesty's  
commands that all His subjects shall  
observe a strict neutrality in and during  
the said War, and shall abstain from vio-  
lating or contravening either the Laws and  
Statutes of the Realm in that behalf or the  
Law of Nations in relation thereto, as they  
will answer to the contrary at their peril,  
and so on.

The following are the Rules applicable to

belligerents:—

Rule 1.—During the continuance of the  
present state of war all ships of war of  
either belligerent are prohibited from  
making use of any port or roadstead in the  
United Kingdom, the Isle of Man, or  
the Channel Islands, or of any of His  
Majesty's dominions beyond the seas, or  
of any waters subject to the ter-  
ritorial jurisdiction of the British Crown,  
as a station or place of resort, for any  
warlike purpose, or for the purpose of  
obtaining any facilities for warlike equip-  
ment; and no ship of war of either belliger-  
ent shall hereafter be permitted to sail out  
of or leave any port, roadstead, or waters  
subject to British Jurisdiction, from  
which any vessel of the other belligerent  
(whether the same shall be a ship of war or  
a merchant ship) shall have previously  
departed, until after the expiration of at  
least twenty-four hours from the departure  
of such last-mentioned vessel beyond the  
territorial jurisdiction of Her Majesty.

Rule 2.—If any ship of war of either bel-  
ligerent shall, after the time when this  
Order shall be first notified and put in force  
in the United Kingdom, the Isle of Man,  
and the Channel Islands, and in His  
Majesty's dominions beyond the seas, re-  
spectively, enter any port, roadstead, or  
waters belonging to His Majesty, either  
in the United Kingdom, the Isle of Man,  
or the Channel Islands, or in any of His  
Majesty's dominions beyond the seas,  
such vessel shall be required to depart and  
put to sea within twenty-four hours after  
her entrance into any such port, roadstead,  
or waters, except in case of stress of  
weather, or of her requiring provisions  
or things necessary for the subsistence of  
her crew, or repairs; in either of such  
cases the authorities of the port, or the  
nearest port (as the case may be), shall  
require her to put to sea as soon as pos-  
sible after the expiration of such period  
of twenty-four hours, without permitting  
her to take in any supplies beyond what  
may be necessary for her immediate use;  
and no such vessel which may have been  
allowed to remain within British waters for  
the purpose of repair shall continue in any  
such port, roadstead, or waters for a longer  
period than twenty-four hours after her  
necessary repairs shall have been complet-  
ed. Provided, nevertheless, that in all  
cases in which there shall be any vessels  
(whether ships of war or merchant ships)  
of the said belligerent parties in the  
same port, roadstead, or waters within the  
territorial jurisdiction of His Majesty,  
there shall be an interval of not less than  
twenty-four hours between the departure  
therefrom of any such vessel (whether a  
ship of war or merchant ship) of the one  
belligerent and the subsequent departure  
therefrom of any ship of war of the other  
belligerent, and the time hereby limited  
for the departure of such ships of war re-  
spectively shall always, in case of necessity,  
be extended so far as may be requisite for  
giving effect to this proviso, but no further  
or otherwise.

Rule 3.—No ship of war of either bel-  
ligerent shall hereafter be permitted while  
in any such port, roadstead, or waters sub-  
ject to the territorial jurisdiction of His  
Majesty, to take in any supplies, except  
provisions and such other things as may be  
requisite for the subsistence of her crew,  
and except so much coal only as may be  
sufficient to carry such vessel to the nearest  
port of her own country or to some near  
destination; and no coal shall again be sup-  
plied to any such ship of war in the same  
or any other port, roadstead, or waters sub-  
ject to the territorial jurisdiction of His  
Majesty, without special permission, until  
after the expiration of three months from  
the time when such coal may have been last  
supplied to her within British waters as  
aforesaid.

Rule 4.—Armed ships of either party  
are interdicted from carrying prizes  
made by them into the ports, harbours,  
roadsteads, or waters of the United King-  
dom, the Isle of Man, the Channel Islands,  
or any of His Majesty's dominions beyond  
the seas.

We have interviewed another gentleman  
who spent some time in Port Arthur, and  
who was in intimate relations with many  
Russian officers during his stay there.  
The general impression he gathered was  
that the Russians wanted war; and  
now they have got it, we hope they like it!  
They regarded Port Arthur as an impreg-  
nable fortress, invulnerable by sea at any rate.  
The impression was that if the Japanese did  
attack they would attempt to land near  
Talienwan (Daini) and, if they succeeded,  
would endeavour to repeat the operations  
that proved so successful against the  
Chinese. Such an enterprise, the Russians  
are convinced, will prove disastrous  
for the Japanese. Since the Russians took  
possession, the landward defences have been  
strengthened enormously, and, apparently,  
the Russians have the utmost confidence  
in their ability to repel the invader, even  
if he should prove successful in effecting a  
landing.

Our informant also tells us that while he  
was at Shimoda on the 5th inst., a  
squadron of seven powerful Japanese war-  
ships passed out of the Inland Sea and bore  
away westward. They were all painted  
black, and gave no evidence of being pre-  
pared for immediate action; but a Japa-  
nese merchant stated that he had informa-  
tion to the effect that as soon as the  
squadron passed Shimoda it might be  
assumed that an act of war was to be com-  
mitted. This must have been the squadron  
that escorted the transports to Chemulpo  
of the battle of torpedo boats to Port Arthur,  
and engaged in the fight of the 8th and  
9th inst.

## THE DECLARATION OF WAR.

Japan's Statement of the Issues.

HONGKONG, February 12.

Mr Masachi Noma, Consul for Japan,

writes to us as follows:—

'I beg to enclose herewith a copy of the  
English translation of the full text of His  
Imperial Japanese Majesty's Rescript and  
request you will kindly insert it in the  
columns of your valuable paper.'

The Rescript is as follows:—

We all alike Grace of Heaven the Em-  
peror of Japan seated on the Throne  
occupied by the all saving Dynasty from  
time immemorial do hereby make proclama-  
tion to all our loyal and brave subjects:

We hereby declare war against Russia  
and We command Our army and navy to  
carry on hostilities against that Empire  
with all their strength, and We also com-  
mand all Our competent authorities to  
make every effort in pursuance of their  
duties and in accordance with their powers  
to attain the national aim with all  
the means within the limits of the  
law of nations. We have always deemed  
it essential to international relations and  
made it Our constant aim to promote the  
peaceful progress of Our Empire in civiliza-  
tion, to strengthen Our friendly ties with  
other states and to establish a state of  
things which will maintain enduring peace  
in the Extreme East and assure the future  
security of Our Dominion without injury  
to the rights and interests of other powers.

Our competent authorities have also per-  
formed their duties in obedience to Our  
will, so that Our relations with the Powers  
have been steadily growing in cordiality.

It was thus entirely against Our expecta-  
tion that We have unhappily come to open  
hostilities against Russia. The integrity of  
Korea is a matter of constant concern to  
this Empire not only because of Our tradi-



good many transports are at sea, for which it might be a source of precaution to provide an escort or patrol. There may be a possibility that the Japanese will be able to bring to port in safety. Even if we assume the possibility that the Japanese will be able to bring to port in safety, it is far from probable that the Japanese have any intention of attacking the Japanese vessels or challenging battle. The balance of export conjectures leans to the view that the Russian Admiral, conscious that his force is inferior both in strength and in homogeneity, will follow the precedent set half a century ago, and keep his Squadron out of harm's way under the guns of Port Arthur. Nor are we in the least entitled to assume that the Japanese will as yet take the initiative by intercepting vessels on the ocean routes. When War has been declared, or a state of War arises, it will be time to speculate about tactics.

#### Telegrams to Amoy, Foochow, Shanghai and Beyond.

Mr. Olaf Nielsen, the superintendent of the Great Northern Telegraph Company, Limited, sends us the following express:—The whole cable traffic between Hongkong and Shanghai, which, at present, is abnormally heavy, being through in to this Company's cable in consequence of the interruption of the Eastern Extension Company's cable between Hongkong and Foochow, there is Heavy Delay on the above telegrams. During the interruption of the Sharp-peak-Foochow Cable, the only available route for Foochow telegrams is via Great Northern Nagasaki Cables at rate of \$1.40 per word.

#### STOP-PRESS TELEGRAM.

['CHINA MAIL'S' EXCLUSIVE SERVICE.]

SUPPLIED BY RECUTTER, THE DOMINION.

#### THE RUSSO-JAPANESE WAR.

##### CASUALTIES AT PORT ARTHUR.

LONDON, February 11. The official return of casualties in the Port Arthur engagements on 8th and 9th inst. report that seventeen men were killed on the Russian side and sixty-four wounded.

#### REVIEW.

THINGS CHINESE, or Notes Connected with China. By J. Dyer Ball, M.R.A.S., M.N.C. Dr. R.A.S., H.M. Civil Service, Hongkong. Fourth Edition, revised and enlarged. Kelly and Walsh, Limited.

In taking up this revised edition of Mr. J. Dyer Ball's well-known and popular work one hardly knows what to say. Mr. Ball is so thoroughly well known as a man who has an intimate knowledge—more so perhaps than any other man in the Colony—of 'things Chinese,' that what we could say would scarcely be giving to the public any more information of him than they already know. His book, too, is as well known as he is, and all that is practically left to us to do is to point out that in this edition we have before us is a work up to date and replete with descriptions of everything connected with Chinese life and customs. During Mr. Ball's forty years' residence in the Colony he has been in touch with the Chinese and has been able to give us a picture of the life of the Chinese as it is, and not as it is often portrayed in the knowledge of other writers. Consequently he has been able to produce a work which has no equal so far as the portrayal of facts connected with Chinese life and customs are concerned. In these days when the opening of China is gradually being brought about 'Things Chinese' is a book that cannot be done without by persons desirous of securing an insight into the character of the Celestial. Mr. Ball shows him in his home and in his relations with the world outside. In his left, in his social and domestic life, in his relations with the world outside. Every implement strictly Chinese that the Chinaman uses in his trades and professions is described, and the peculiarities of his arts and sciences are treated upon. In this edition nearly every article has been touched up and improved, and several new ones have been brought up to a year or two ago, and two paragraphs have been included under the heading of Art, whilst Mr. Charles Ford, F.R.S., has given advice with regard to Botany, and Dr. Thompson has assisted in the articles dealing with diseases and medicine. The arrangement of the book has been greatly improved, and it has been bound in a cover which is highly attractive in design, and altogether different from the last edition. Mr. Ball has made a wonderful improvement in his valuable work, and he deserves the highest commendation. Such a book cannot fail to attract novices, and everyone who takes the least interest in 'Things Chinese' should purchase it. He cannot do without it.

#### Viceroy Alexieff's Yacht.

The Paris correspondent of *The Standard* wrote on the 8th ult.—'The Russian cruiser *Almaz*, which the Czar has placed at the disposal of Admiral Alexieff, has arrived at Brest, and will leave to-morrow for Algiers, the next stage of his journey to the Far East. The *Almaz*, which is a vessel of three thousand two hundred tons, and capable of a speed of twenty-five knots, says the *Times* Correspondent at Brest, who has been on board, fitted up as a yacht rather than a war vessel. The cabins, especially those for Admiral Alexieff, are very roomy, and suitable for receptions and entertainments, the dining saloon being capable of seating eighty persons. The Commander of the vessel told the Correspondent that, in the event of hostilities, the cruiser could only act as a despatch boat or tender to the fleet. 'Perhaps, in view of recent developments, the commander of the *Almaz* will consider it wiser to remain on the western side of Sicily.'—[C.M.]

#### TELEGRAMS.

['CHINA MAIL'S' SPECIAL SERVICE.]

#### FIRE AT SHANGHAI.

##### HALL AND HOME BURNED.

(From Our Own Correspondent.)

SHANGHAI, February 11, 5.50 p.m.

Messrs Hall and Holt's store has been completely destroyed by fire.

Within fifteen minutes from the outbreak of the fire, the whole of the interior was gutted, and the flames are still raging.

[The above telegram was received by us at 3.20 p.m. to-day (12th inst.)—E.M.]

REUTER'S SERVICE.]

#### THE WAR.

LONDON, February 10.

A Paris telegram from St. Petersburg says that the *Fellada* has been sunk and the Russian and Turkish seriously damaged.

France has assumed the protection of Russians in Japan.

Patriotic demonstrations took place in St. Petersburg and elsewhere in Russia on Tuesday, but yesterday's news from Port Arthur caused an immense sensation and the populace was amazed at Japan attacking Russia before declaring war.

The streets of St. Petersburg were thronged with an excited crowd, and a Court Ball was abandoned.

THE UNITED STATES AND THE WAR.

Mr. Hay has addressed a Note to the Powers asking if they are willing to join in a notice to Russia and Japan that, during hostilities and thereafter, the neutrality and integrity of China must be recognised.

[FOR ORIENTALIST LLOYD SERVICE.]

#### FRENCH AND GERMAN TELEGRAMS.

BERLIN, February 4.

The Havre Agency is publishing a report from Washington about the moral isolation of Japan. This telegram is most vehemently contradicted by others and declared to be apocryphal. Apprehension is noticed in official circles at Paris that Russia's concessions, which are known there, will not be sufficient to avoid a war. The Government, both of the United States of America and Germany, have declined to co-operate in the Far East with either Power for or against Russia or Japan.

#### HONGKONG SANITARY BOARD.

##### 'External Air.'

The usual meeting of the Sanitary Board was held yesterday afternoon in the Board Room. Hon. Dr. I. M. Atkinson presided, and there were also present: Hon. W. Chalmers, Director of Public Works; Hon. A. W. Brown, Registrar General; Mr. Lau Chu Pak, Mr. Fung Wa Chun; Colonel W. E. Webb, R.A.M.C.; Mr. E. A. Hewitt, M.A. Registrar; Dr. W. W. Pearce, Acting Medical Officer of Health; Dr. B. Barnett, Assistant Medical Officer of Health; Mr. G. A. Woodcock (Secretary), and Mr. J. H. Kemp (Assistant Secretary).

The question of 'external air' again provided subject for discussion. An application for exemption from the terms of the Ordinance was placed on the table, in respect to Nos. 2 and 38 Bridges Street.

Mr. Lau Chu Pak, minutes:—'None of the yards in the existing Chinese tenement houses is 13 feet wide. I think the Board should recommend the Government to exempt every house with a yard not under 8 feet wide and allow two cubicles to be erected on the upper floors of such a house as originally suggested by the sub-committee. If as suggested by the Assistant M.O.H., an 8 feet yard should not be reckoned as external air, the amendment Ordinance will practically inflict the same hardship as the original Ordinance.'

The minutes of the Assistant Medical Officer of Health (Dr. Barnett), referred to above, was as follows:—'I do not think a yard of 8 feet ought to be counted as external air. If the rear wall of the open space could be removed (why it was ever built I can't understand) the window in rear would open into external air.'

Mr. A. Rumjahn minutes:—'I know these houses very well. Besides the yard there is a back lane in the rear. When the plan of these houses was passed about two years ago a back yard was not then required. If the Board would not recommend this application, practically almost all houses built prior to the passing of Ordinance 1 of 1903 could not succeed in getting exemption, for there are very few blocks of buildings that have a yard and back lane. Besides, the provisions of the expression 'external air' are not consistent with the requirements of modern sanitation. The result of the Insanitary Properties Commission was the enactment of Ordinance 35 of 1899. Owners of property were then induced to provide a back lane in lieu of a backyard; and Section 8, Sub-section A, of that Ordinance empowered the making of a back lane 6 feet wide in the place of a yard 8 feet wide, in order to encourage land-owners to provide a back lane alone for a block of buildings. In 1901 when the Government thought that the Insanitary Properties Ordinance was not drastic enough the Public Health Ordinance 13 of 1901 was enacted. The regulations about open spaces were copied verbatim from the Insanitary Properties Ordinance. By the passing of the existing Ordinance Nos. 1 of 1903 and 23 of 1905, back lanes which had been provided under such ailing circumstances as above described, are now found to be practically useless, and, even when both back yard and back lane have been provided, as instanced in this case, the open space in the rear is now found to be insufficient to meet new regulations. It can thus be imagined how owners of property have been dealt with during the past three years. I consider a great hardship and justice have been done to investors of capital in landed property, which has the effect of driving a great deal of capital out of this Colony. All these changes in law have been brought about by Dr. Clark, our Medical Officer of Health, and the plan for this block of buildings, only completed a few months ago, must have been void by him. The owner of this property, through no fault of his, will suffer a great injury if his application is refused, and the wall referred to by the Assistant Medical Officer of Health has been built in full compliance with the law that has been repealed by the existing Ordinance.'

On the motion of the President the matter was referred to the Public Works Department.

#### CORRESPONDENCE.

##### HONGKONG AND FISCAL REFORM.

To the Editor of the 'China Mail.'

HONGKONG, February 9.

Sir,—I am a pronounced Freighter and an advocate of it as the only safe policy for the United Kingdom, and while admiring the personality and ability of Mr. Chamberlain, and his captivating language, cannot accept his reasoning or policy, and while it may catch on with the Southern half of England, the harder and more practical heads of the Northern half, and of the industrial portion of Scotland, will have nothing of it.

That protection would benefit land-owners, and some industries is quite certain, but at the expense and loss to the greater number. Landowners require no consideration for them, with the priests and publicans, have ever been the enemies of the progress and welfare of the people.

And, Sir, when I say the people, I mean the great majority of the population, amounting to seven or eight-tenths of the whole. It is they especially that protection would injure, for protection tends to make rich men richer and poor men poorer, and this is what we wish to avert.

The proposal to tax food which Mr. Chamberlain lays down as the basis of the whole case, must necessarily increase cost, and the consumer must in the long run pay the tax. He, therefore, would require to be better remunerated to compensate the cost of production of all manufactured articles would be increased, thus making it more than ever difficult to compete, and as we ourselves, according to the Board of Trade, employ five-sixths of our total labour on our home market, living would become all the harder.

Mr. Chamberlain tells us it is not well with British trade. Well, I tell you that the condition of the working classes has improved enormously during the last twenty-five years; that until last year many of our manufacturers were unable to supply the demands for their manufactures or accept contracts to complete them in the specified time. That all times are not bad is probable, for such slack times recur, and it is then we get time to overhaul our machinery and methods, and thus increase economical production. Mr. Chamberlain says he wants to find more employment for our workers, and yet we believe there is not a single labour leader or any large body of working men in the world who would propose, and not only do the brain and muscle of the country oppose his fiscal policy, but believe it would be ruinous to the best interests of the country, and would bring back the old times of misery, hunger and poverty, of which there has been such a great diminution since the adoption of free trade. It has ever been the case that all progress of all peoples has been based on the expense of the few. You must recognise it as a significant fact that all living ex-Chancellors of the Exchequer—Harcourt, Gochon, Beach and Ritchie—were free traders, and men like Rosebury and the Duke of Devonshire, great landowners, are also free traders, and wholly hostile to the taxing of food. Free trade would individually benefit them. The leading professors of Political Economy at the great Universities have issued a hostile manifesto, declaring that the suggested means of cementing the Empire would lead to its disintegration, and since the agitation, the bye elections, at which the victors were the Free Traders, the Liberal Free Traders have won Woolwich, Ayr, and from the Protectionists; and now Oateshead, a typical headstrong constituency, has returned a free trader against a Chamberlainite with a majority of over 500.

Mr. Chamberlain and the World's record for Shipbuilding and Engineering! Has the steel the foreigner sells us so much cheaper than he sells it in his own country no inducement in retaining this pre-eminence, and does not this pre-eminence by our producing cheap ships, give us also an enormous advantage as ocean-carriers? Consider the case of the comparative cost of shipping under free trade, with America under protection. From 1870 to 1902 our ocean tonnage increased by 94 million tons. In 1870 the ocean tonnage of the United States was 14 million tons, while in 1902 it had increased to 820,000 tons, and yet Mr. Chamberlain tells us that our commerce has been stagnant for 30 years. The Scotch were amazed when he gave his second lecture of his new gospel at Greenock, a town of shipbuilders, when he told them that he knew as a fact that Americans were preparing to dump cheap steel into England, when cheap steel just exactly what they wanted. Cheap steel is the life blood of all industries using large quantities of it, and it is well known that we have not more than two steel works with up-to-date modern plant in Great Britain. Mr. Chamberlain harps about our imports being so much in excess of our exports, totally ignoring the fact of our home requirements which the Board of Trade is the life blood of all industries using large quantities of it, and it is well known that we have not more than two steel works with up-to-date modern plant in Great Britain. Mr. Chamberlain harps about our imports being so much in excess of our exports, totally ignoring the fact of our home requirements which the Board of Trade is the life blood of all industries using large quantities of it, and it is well known that we have not more than two steel works with up-to-date modern plant in Great Britain. 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## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	Moltu	Noon, 13th February.	See Special Advertisement
SHANGHAI	C. L. DANIEL	About 13th February.	Freight and Passage.
LONDON, AMSTERDAM & ANTWERP, VIA SUEZ, PORT SAID & MARSEILLES	Palermo	About 17th February.	Freight only.
YAMA, VIA SHAI, MOJI & KOBE (passing through the INLAND SEA).	S. BARNHAM	About 23rd February.	Freight and Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent, P. & O. S. N. Co.'s Office, Hongkong, February 8, 1904.

## HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COVENTRY, LONDON, Oporto, LONDON, LIVERPOOL, Glasgow, Trieste, Genoa, Ports in the INLAND SEA, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

**FOR HAVRE AND HAMBURG.**  
CALLING AT SINGAPORE AND PENANG.  
S.S. C. Ford Lister, Capt. BACH, 20th February, 1904. Freight.

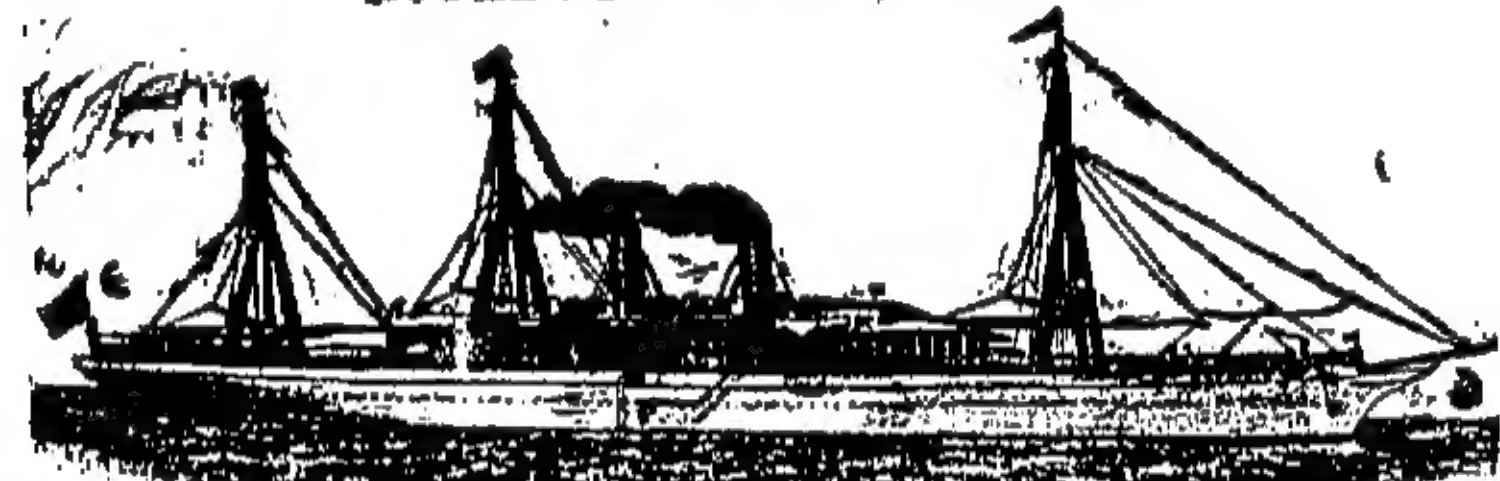
**FOR HAVRE, BREMEN AND HAMBURG.**  
CALLING AT SINGAPORE AND COLOMBO.  
R.R. Sthoma, Capt. HEDERHOUT, 2nd March, 1904. Freight.

**FOR HAVRE AND HAMBURG.**  
CALLING AT SINGAPORE AND COLOMBO.  
R.S. Rother, Capt. DUMMER, 6th March, 1904. Freight & Passengers.

**FOR HAVRE AND HAMBURG.**  
CALLING AT SINGAPORE AND PENANG.  
R.R. Sthoma, Capt. HEDERHOUT, 22nd March, 1904. Freight.

**FOR HAVRE AND HAMBURG.**  
CALLING AT SINGAPORE AND COLOMBO.  
R.R. Sthoma, Capt. HEDERHOUT, 5th April, 1904. Freight.

For further particulars, apply to **HAMBURG-AMERIKA LINIE,** HONGKONG OFFICE, Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
SAFETY—SPEED—PUNCTUALITY.

Empress Twin Screw Steamships—4,000 Tons—10,000 H.P. power—Speed 18 knots.  
Saving \$5 to \$7 There across the Pacific.

Proposed Sailings from Hongkong. (Subject to Alteration.)

STEAMSHIP	TONS	WEDNESDAY, Feb. 24, 1904.	THURSDAY, Feb. 25, 1904.	FRIDAY, Feb. 26, 1904.	SATURDAY, Feb. 27, 1904.
R.M.S. EMPRESS OF JAPAN	6000	WEDNESDAY, Mar. 9.			
R.M.S. EMPRESS OF CHINA	6000	WEDNESDAY, Mar. 30.			
R.M.S. EMPRESS OF INDIA	6000	WEDNESDAY, April 20.			
R.M.S. ATHENIAN	3582	WEDNESDAY, April 27.			

Hongkong to London, 1st Class, via St. Lawrence 280, via New York 282.  
Intermediate on Steamers, " 240, " " 242.  
and 1st Class Rail, " " " 240, " " 242.

THE magnificent 'EMPERESS' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to **D. E. BROWN, General Agent,** PRINCE STREET, HONGKONG, February 10, 1904.

PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, VIA INLAND SEA OF JAPAN, PORTLAND, OREGON, MOBI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	HONGKONG.
INDRAPURA	4899	A. E. Hollingsworth	February 24, 1904
INDRASAMHA	5197	W. E. Craven	March 15, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

**PORTLAND & ASIATIC STEAMSHIP COMPANY.**  
Hongkong, February 12, 1904.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAKAO (DIRECT)	LYDIA	SATURDAY, 13th Feb., at 10 a.m.
ANPING (DIRECT)	TRITON	SUNDAY, Feb. 14, at 10 a.m.
FOOCHOW, VIA SWATOW AND AMOY	Capt. H. KRAFFT	TUESDAY, 16th Feb., at 10 a.m.
TAMSOI, VIA SWATOW AND AMOY	A. HANKE	THURSDAY, 18th Feb., at 10 a.m.
TAMSOI (DIRECT)	M. STRUVE	THURSDAY, 18th Feb., at 10 a.m.
	PROMETHEUS	THURSDAY, 18th Feb., at 10 a.m.
	Capt. LAMINGHOEN	Feb. 18, at 10 a.m.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a fully qualified Doctor is carried. By the Co.'s Steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's Steamers from Shanghai.

For Freight, Passage and further information, apply to the Co.'s local Branch Office, at No. 5, Des Voeux Road Central.

**T. ARIMA, Manager.**  
Hongkong, February 12, 1904.

## Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL  
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST  
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	DUK
GLASGOW AND LIVERPOOL	PAKING	13th February.
GLASGOW AND LIVERPOOL	JOHNSTON	18th February.
GLASGOW AND LIVERPOOL	AGAMEMNON	22nd February.
GLASGOW AND LIVERPOOL	MENELAIUS	27th February.
GLASGOW AND LIVERPOOL	RHIFUS	4th March.
GLASGOW AND LIVERPOOL	MACHAON	5th March.
GLASGOW AND LIVERPOOL	TELEMACHUS	12th March.

The S.S. PAKING left Singapore on 7th inst. Daylight, and is due here on 18th inst.

The S.S. IDOMENEUS left Singapore on 11th inst. p.m., and is due here on 18th inst.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	KINTUCK	16th February.
GENOA, MARSEILLES & LIVERPOOL	KERUN	18th February.
LONDON & ANTWERP	GLAUCUS	16th March.
GENOA, MARSEILLES & LIVERPOOL	AXAX	20th March.
LONDON & ANTWERP	PAK LING	20th March.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA	AGAMEMNON	24th February.
N'KI, KOBE & YOKOHAMA		

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

## CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNS, VILLE, BRISBANE, SYDNEY and MELBOURNE	THINAN	13th Feb., Daylight.
SHANGHAI	WOOSUNG	18th February.
MANILA	CHUHLA	19th February.
PT. DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNS, VILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	3rd March.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, February 12, 1904.

## IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates, 1904.
GERA	WEDNESDAY, 17th Feb.
SEYDLITZ	WEDNESDAY, 2nd Mar.
ROON	WEDNESDAY, 16th Mar.
PREUSSEN	WEDNESDAY, 30th Mar.
HAMBURG	WEDNESDAY, 13th April.
PRINZ HEINRICH	WEDNESDAY, 27th April.
OLDENBURG	WEDNESDAY, 11th May.
BAYERN	THURSDAY, 28th May.
SACHSEN	THURSDAY, 9th June.

\* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 17th day of February, 1904, at Noon, the Steamship GERA, of the Norddeutscher Lloyd, Captain DAHL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Callag at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 15th February, Cargo and Specie will be received on Board until 5 p.m., on Tuesday, the 16th February, and Parcel will be received at the Agency's Office until Noon, on Tuesday, the 16th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than 52.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardsesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to **Melchers & Co., Agents.**

## NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO.

BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
OLYMPIA	2837	A. Dixon	February 13.
SHAWMUT	2819	W. M. Smith	February 19.
TACOMA	3502	M. Ridley	February 26.
VICTORIA	3502	J. Trebbich	March 5.
TREMONT	3502	T. W. Garlick	March 12.
OLYMPIA	2837	A. Dixon	April 27.

\* Have no second class accommodation. † Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT 1906 tons Capt. W. W. Garlick 1st March.

S.S. SHAWMUT 1906 tons Capt. W. M. Smith 1st March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to **Dodwell & Co., Limited, GENERAL AGENTS.**  
QUEEN'S BUILDINGS, Hongkong, February 5, 1904.

## Shipping.

## HONGKONG-MANILA.

Highest Class, newest, fastest, and most luxurious Steamers between Hongkong and Manila. Electric Light—Perfect Stowage—Stewardsesses carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Date.
ZAVIRO	2540	R. Rodger	Manila Direct	Feb. 13, at 10 a.m.
RUBI	2540	R. W. Almond	"	Feb. 20, at 10 a.m.
FERLA	1880	A. H. Notley	"	"

For Freight or Passage, apply to

**Shewan, Tomes & Co.,**  
General Managers.

Hongkong, February 10, 1904.

NAVIGAZIONE GENERALE  
ITALIANA.  
(FLORENCE & RUBENSON UNITED COMPANIES.)STEAM FOR BOMBAY  
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORIO, and GENOA; also VENICE and TRIESTE, and MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERMAN GULF and BAHAG, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

CAPRI, Captain BELLO, will be despatched as above on SATURDAY, the 13th inst., at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

**CARLOWITZ & Co.,**  
Agents.

Hongkong, February 9, 1904.

FOR SINGAPORE, PENANG AND CA CUTTA.

THE Steamship

CATHERINE APOAR, Captain A. SZWARZ, will be despatched for the above Ports on MONDAY, the 15th inst., at 3 p.m.

For Freight or Passage, apply to

**D. SASSON & Co., Ltd.,**  
Agents.

Hongkong, February 9, 1904.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, TIOUR, PORT DARWIN, and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

EMPIRE, Captain HELMS, will be despatched for the above Ports on FRIDAY, the 19th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardsess and a duly-qualified Surgeon are carried.

N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to

**GIBB, LIVINGSTON & Co.,**  
Agents.

Hongkong, February 2, 1904.

AUSTRIAN LLOYD'S STEAM

NAVIGATION COMPANY.

STEAM FOR

FUJIME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERMAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

GISELA, Captain DAMANOVICH, will be despatched as above on TUESDAY, the 23rd Feb., p.m.

For information as to Freight or Passage, apply to

**SANDER, WIELER & Co.,**  
Agents.

Hongkong, January 25, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodore Steamer

PAUL BEAU, Captain TRENGUE, leaves Hongkong for Canton at 9 p.m. on SUNDAYS, TUESDAYS and THURSDAYS returning to Hongkong the following day, leaving Canton at 5 a.m., having Passengers and Cargo as usual, and will be followed by the Steamer OZARLES HARDOUN.

These two magnificent steamers, up-to-date Steamers are lighted with electricity.

The Saloon (under European Supervision) is fitted with the most comfortable and elegant furniture.

First-class European 2nd-class Chinese 3rd-class Chinese

First-class Chinese 2nd-class Chinese 3rd-class Chinese

The Company's Wharf is situated at the Queen's Wharf, Prince Street.

For further Particulars, apply to

**J. LANFOL**  
Agents.

The Pharmacy, One of the Central, Hongkong, February 10, 1904.

## Notices to Consignees.

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO & SINGAPORE.

THE Co.'s Steamship Inaba Maru, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared before the 18th inst., will be subject to rent.

All Ship-damaged Packages must be left in the Godowns and Notice of same sent to this Office before the 15th February, or Claims in connection therewith will not be recognized.

No Fire Insurance has been effected.

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER BORNEO.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m. To-day.

Goods not cleared by the 12th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

## E. A. HEWETT, Superintendent.

Hongkong, February 6, 1904.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship Adularda, Capt. G. SCHMIDT, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of L







